S T A T U T O R Y I N S T R U M E N T S

2010 No. 1378

ROAD TRAFFIC

The M60 Motorway (Junctions 19 - 23 Clockwise and Anticlockwise Carriageways and Slip Roads) and M66 Motorway (Southbound Carriageway) (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*27 April 2010*
Coming into force - -	*30 April 2010*

WHEREAS the Secretary of State for Transport being the traffic authority for the M60 and M66 Motorways and slip roads is satisfied that traffic on those motorways and on fourteen of those slip roads in the City of Manchester, and the Districts of Tameside, Oldham, Bury and Rochdale in Greater Manchester should be prohibited and restricted because works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14 (1)(a) & (7) of the Road Traffic Regulation Act 1984 **(a)**, hereby makes the following Order.

1. This Order may be cited as the M60 Motorway (Junctions 19-23 Clockwise and Anticlockwise Carriageways and Slip Roads) and M66 Motorway (Southbound Carriageway)(Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on the 30 April 2010.

2. In this Order;

"the motorway" means the M66 Motorway or the M60 Motorway;

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the motorway;

“works” means drainage works and carriageway resurfacing works on the motorway;

“the first slip road” means the entry slip road leading to clockwise carriageway of the M60 Motorway at Junction 18;

“the second slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 19;

(**a**) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1

“the third slip road means” the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 20;

“the fourth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 19;

“the fifth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 19;

“the sixth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 19;

“the seventh slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 20;

“the eighth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 21;

“the ninth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 22;

“the tenth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 22;

“the eleventh slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 21;

“the twelfth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 22;

“the thirteenth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 21;

“the fourteenth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 21;

"the first length of carriageway” means the southbound carriageway of the M66 Motorway from a point 50 metres south of the centreline of Hills Lane bridge, to a point on the clockwise carriageway of the M60 Motorway, 470 metres south of the centreline of the Victoria Avenue footbridge;

“the second length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 360 metres south of the centreline of Blackley Golf Course bridge, to a point 420 metres north of the centreline of Middleton Road bridge;

“the third length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the Junction 19 clockwise exit slip road, to the tip of the nosing of the Junction 21 clockwise entry slip road;

“the fourth length of carriageway” means the clockwise carriageway of the M60 Motorway from a point 420 metres north of the centreline of Middleton Road bridge, to a point 370 metres south of the centreline of Victoria Avenue footbridge;

“the fifth length of carriageway” means the anticlockwise carriageway of the M60 Motorway, from a point 10 metres south of the centreline of the Blackley Golf Course Bridge, to a point 320 metres north of the centreline of Middleton Road bridge;

“the sixth length of carriageway” means the clockwise carriageway of the M60 Motorway from a point 1100 metres north of the centreline of Long Lane footbridge, to a point 130 metres south of Cross Lane bridge;

“the seventh length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 1330 metres south of the centreline of Lumb Lane bridge, to a point 220 metres north of the centreline of Middleton Road bridge;

“the eighth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the Junction 21 clockwise exit slip road, to the tip of the nosing of the Junction 22 clockwise entry slip road;

“the ninth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the Junction 21 clockwise exit slip road, to a point 30 metres south of the centreline of Cross Lane bridge;

“the tenth length of carriageway” means the anticlockwise carriageway of the M60 Motorway, from a point 630 metres south of the centreline of Cross lane bridge, to a point 220 metres north of the centreline of Middleton Road bridge;

"the eleventh length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 270 metres south of the centreline of Victoria Avenue footbridge, to a point 220 metres north of the centreline of Middleton Road bridge;

"the twelfth length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 320 metres north of the centerline of Middleton Road bridge, to a point 270 metres south of the centreline of Victoria Avenue footbridge;

"the thirteenth length of carriageway” means lane 2 (in contraflow running) of the clockwise carriageway of the M60 Motorway, from a point 820 metres north of the centreline of Middleton Road bridge, to a point 370 metres south of the centreline of Victoria Avenue footbridge;

"the fourteenth length of carriageway” means lane 2 (in contraflow running) of the anticlockwise carriageway of the M60 Motorway, from a point 470 metres south of the centreline of Victoria Avenue footbridge, to a point 320 metres north of the centreline of Middleton Road bridge;

"the fifteenth length of carriageway” means lane 2 (in contraflow running) of the clockwise carriageway of the M60 Motorway, from a point 250 metres north of the centreline of Long Lane footbridge, to a point 30 metres south of the centreline of Cross Lane bridge;

"the sixteenth length of carriageway” means lane 2 (in contraflow running) of the anticlockwise carriageway of the M60 Motorway, from a point 180 metres south of the centreline of Lumb Lane bridge, to a point 30 metres north of the centreline of Hollinwood Avenue bridge;

"the seventeenth length of carriageway” means the anticlockwise carriageway of the M60 Motorway, from a point 120 metres north of the centreline of Lumb Lane bridge, to a point 50 metres south of the centreline of Hollinwood Railway Station bridge;

"the eighteenth length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 60 metres north of the centerline of Manchester Road bridge, to a point 100 metres south of the centreline of the Medlock Valley footbridge;

“the nineteenth length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 750 metres north of the centreline of Long Lane footbridge, to a point 30 metres south of the centreline of Cross lane bridge;

“hardshoulder” has the meaning given in regulation 3(1)(e) of the Motorways Traffic (England and Wales) Regulations 1982**(a)**;

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a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364

"overall width" has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986 (**a)**;

"the lengths of hardshoulder" means the hardshoulders adjacent to the fourth, fifth, ninth, tenth and nineteenth lengths of carriageway;

"the length of hardshoulder" means the hardshoulder adjacent to the tenth length of carriageway;

"the first works period" means periods over ten nights over ten weekends, between 2200 hours and 0500 hours during a period starting on Friday 30 April 2010 and ending on Saturday 10 July 2010. However, works may start and continue between the same times on subsequent nights or continue until completed;

"the second works period" means periods over ten nights over ten weekends between 0001 hours and 0500 hours during a period starting on Monday 3 May 2010 and ending on Monday 12 July 2010. However, works may start and continue between the same times on subsequent nights or continue until completed;

"the third works period" means periods over five nights over five weekends, between 2200 hours and 0500 hours during a period starting on Friday 11 June 2010 and ending on Saturday 10 July 2010. However, works may start and continue between the same times on subsequent nights or continue until completed;

"the fourth works period" means periods over five nights over five weekends, between 0001 hours and 0500 hours during a period starting on Monday 14 June 2010 and ending on Monday 12 July 2010. However, works may start and continue between the same times on subsequent nights or continue until completed;

"the fifth works period" means a period over one night, between 2200 hours and 0500 hours starting on Thursday 1 July 2010 and ending on Friday 2 July 2010. However, works may start and continue between the same times on subsequent nights or continue until completed;

"the sixth works period" means periods over ten weekends starting at 0200 hours on Saturday mornings and ending at 2359 hours on Sunday nights, during a period starting on Saturday 1 May 2010 and ending on Sunday 11 July 2010. However works may start and continue, between the same times until the works are completed;

"the seventh works period" means periods over five weekends starting at 0200 hours on Saturday mornings and ending at 2359 hours on Sunday nights, during a period starting on Saturday 12 June 2010 and ending on Sunday 11 July 2010. However works may start and continue, between the same times until the works are completed.

"the eighth works period" means periods over 4 nights in a week between 2100 hours and 0500 hours, over 10 weeks, during a period starting on Monday 3 May 2010 and ending on Thursday 8 July 2010. However works may start and continue between the same times on subsequent nights, or continue until completed.

3. Subject as mentioned in article 9 of this Order no person shall, during the first, second, third, fourth, sixth or seventh works periods, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first, second, fourth, fifth, sixth, seventh, ninth, tenth, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, eighteenth and nineteenth lengths of carriageway, or in the first, second, third, fourth ,fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, and fourteenth slip roads, or in the lengths of hardshoulder defined in article 2 of this Order.

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a) SI 1986/1078 to which there are amendments not relevant to this Order

4. Subject as mentioned in article 9 of this Order no person shall, during the eighth works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the seventh length of carriageway or the length of hardshoulder defined in article 2 of this Order.

5. Subject as mentioned in article 9 of this Order no person shall, during the first, second, third, fourth, fifth, sixth or seventh works periods, cause or permit any motor vehicle to enter or proceed in the third, eighth, eleventh and seventeenth lengths of carriageway, or in the third, fourth, sixth, seventh, eighth, ninth, tenth, eleventh and twelfth slip roads;

6. The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982 **(a)** are suspended in relation to the lengths of hardshoulder and the length of hardshoulder defined in article 2 of this Order at such times and to such extent as may be indicated by traffic signs; and in this article, "hardshoulder" has the meaning given in regulation 3(1)(e) of those regulations;

7. Subject as mentioned in article 9 of this Order no person shall, during the sixth and seventh works periods, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the thirteenth, fourteenth, fifteenth and sixteenth lengths of carriageway;

8.

1. During such times as pursuant to article 9 of this Order, movement of traffic is prohibited in one or more lanes of the seventeenth length of carriageway but is not prohibited in any lane of the eighteenth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the eighteenth length of carriageway in any direction other than anticlockwise;

2. During such times as pursuant to article 9 of this Order, movement of traffic is prohibited in one or more lanes of the eleventh length of carriageway but is not prohibited in any lane of the twelfth length of the carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the twelfth length of carriageway in any direction other than anticlockwise;

3. When pursuant to article 9 of this Order, movement is prohibited in one or more lanes of a carriageway but is not prohibited in any lane of the corresponding length of the other carriageway, the provisions of this article with respect to that other carriageway shall apply to that length of carriageway.

9. The provisions of articles 3, 4, 5, 7 and 8 of this Order shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs and not shall apply to:

(a) vehicles being used for emergency purposes by the police, fire and rescue authority or ambulance services; or

(b) anything done at the direction of, or with the permission of, a constable, or traffic officer in uniform.

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a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364

Nothing in articles 5 and 7 of this Order shall apply to vehicles being used in connection with the said works, or by traffic officers.

Signed by authority of the Secretary of State for Transport

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A WITHINGTON
Area Performance Manager
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Highways Agency

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